

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Review of the
NEWS OF THE FAR EAST
HONGKONG WEEKLY
PRESS
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TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1/2 hour.

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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.
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Hongkong 1st April, 1909. [1545]

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No. 2	350 ft.	55 ft.	24 ft.
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Draft	22	26

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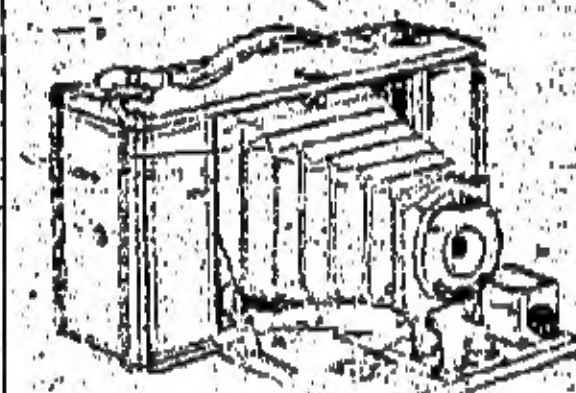


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	LEAVE HONGKONG	LEAVE SHEK WAN
SUNDAY 16th April	S.S. "HEUNGSHAN"	8 A.M. 2 P.M.
MONDAY 17th	S.S. "KINSHAN"	" "
TUESDAY 18th	S.S. "FATSHAN"	" "
WEDNESDAY 19th	S.S. "KINSHAN"	" "
THURSDAY 20th	S.S. "FATSHAN"	" "

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NOTICES OF FIRMS

NOTICE.
WE HAVE This Day Authorized Mr. FRANK BEROM to Sign our Firms name per Procuration. SCHULDT & Co. Hongkong and Canton, 1st April, 1911. [570]

NOTICE.
WE HEREBY DEE to Intimate that we have been appointed AGENTS in Hongkong for THE AMERICAN and MAN-CHURIAN LINE of Steamers from Hongkong to New York and Boston. THE BANK LINE, LTD. King's Building. Hongkong, 6th April, 1911. [571]

NOTICE.
DURING the Absence from the Colony of Mr. LAURENTZ, Mr. J. F. MACGREGOR will be in Charge of our Hongkong Branch. CALDBECK, MACGREGOR & Co. Hongkong, 7th April, 1911. [578]

WANTED.
NOTICE.
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FOR BORNEO, a COURT CLERK, must be able to Read and Write Chinese and English and to Speak English and the Hokien and Khek dialects of Chinese. For Particulars apply to GIBB, LIVINGSTON & Co. Hongkong, 6th April, 1911. [579]

WANTED.
A T Canton Experienced STENOGRAPHER. State full particulars. Apply to "K. G." Care of "Daily Press" Office. Hongkong, 24th February, 1911. [359]

WANTED.
OFFICE Wanted, in Central Locality. Apply "X. Y. Z." Care of "Daily Press" Office. Hongkong, 22nd January, 1911. [215]

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ON SALE.
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Hongkong, 24th July, 1905. [a224]

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TELEGRAPHIC ADDRESS "COMFORT" Hongkong.
Hongkong, 1st September, 1910. [a43]

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SPECIAL PROGRAMME:
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Hongkong, 8th April, 1911. [a577]

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[25]

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The Daily Press.

HONGKONG, APRIL 10TH, 1911.

The conclusion of a New Treaty with Japan by Great Britain whereby the tariff approved by the Diet last year has been reduced in so far as it affects the leading lines of British trade with Japan must be acknowledged to be a substantial proof of friendship, although the extent of the reductions, taken as a whole, meets with but a qualified approval. It was no small thing to ask of the Japanese Government that it should go back upon the carefully prepared tariff approved by the Diet. That the Government at Tokyo, when it saw to what extent public opinion had been inflamed in Great Britain by that tariff should have been found willing to discuss the matter with the British Foreign Office in a most friendly spirit with a view to amendment of the tariff is certainly a proof of friendship which compels appreciation. Japan, like Great Britain, has now an undisputed right to frame her laws to suit herself. There was, it need not be said, no deliberate intention to discriminate against the trade and commerce of her political ally; and we can all well believe that if there had been any idea of giving greater advantage to one country than to another, that advantage would naturally have been given to the ally to which Japan owes an admitted debt of gratitude. In the abstract the Japanese Tariff Law imposed no disadvantage on British goods that was not imposed on the goods of other foreign countries; just as British law confers no advantage on Japanese subjects and

Japanese goods that is not granted to those of other foreign countries. Thus it could be argued that the principle of reciprocity was duly observed. But, as we have pointed out in previous comments on the question, the tariff happened to hit the British trade more severely than it struck the trade of any other country, and British manufacturers therefore had a legitimate grievance against Japan, which, when it was ventilated by the Chambers of Commerce and the Press, was seen to react upon the friendly political relations of the countries in a way which was as widely regretted in Japan as in Great Britain. That regret in due course found expression in the willingness with which the Japanese nation acquiesced in the negotiations for a modification of the tariff so recently adopted by the elected representatives of the people in the Diet. Sir EDWARD GREY, when he addressed a large deputation from the associated Chambers of Commerce last November, said he would be holding out false hopes if he said that the Japanese Government were prepared to take the old duties as the basis of the new tariff, for the old duties were admittedly exceptionally low. Hence we are not unprepared for the result briefly given in Reuters' telegram. If the revised duties, as Reuters tells us, are regarded by the free-trade newspapers of Great Britain as "satisfactory," and by *The Times* as "fairly satisfactory," Great Britain appears to have gained by the negotiations as much as could have been reasonably expected. Japan's great object in framing her tariff was obviously to protect and develop native industries, and so far as she has renounced her right to the fiscal autonomy she has been at such pains to regain, Japan makes sacrifice of her main purpose. According to Reuters, the Tariff Reform papers in London regard the modifications made in the tariff as "farical," and they have re-iterated the contention that the Japanese tariff is a substantial argument for tariff reform in the United Kingdom. In reality it is nothing of the kind, for British imports from Japan consist almost exclusively of raw materials, on which there could be no question of placing any duty. While foreign manufacturers naturally view with great concern the loss of markets by reason of prohibitive tariffs imposed by States in the enjoyment of fiscal autonomy, we have to recognise the inherent right of those States to make laws to suit themselves, and we have either to retaliate or "make the best of a bad matter." In a telegram we print to-day it is stated that there is considerable speculation regarding the inclusion in the Japanese Tariff Treaty of a schedule enumerating certain articles which shall continue to be admitted into Great Britain free of duty, and a provision enabling both Governments to modify the schedules after the lapse of a year. This, the telegram says, is regarded by reformers as indicating the possibility of tariff reform in the near future and a threat of retaliation against the Japanese unless substantial reductions are made in the new Tariff. To us it seems probable that this schedule has been appended at the request of Japan, which recognises that tariff reform is one of the foremost questions of the day in Great Britain, and naturally, before pledging herself to a reduction in her own tariff, would take steps to protect herself against any sudden change in England. We also surmise that the provision which enables the schedules to be modified after the lapse of a year would emanate from a British Government unwilling to pledge its successors—should they happen to be the Unionist party—to a policy which the great majority of them distinctly disavow, for we presume the new Treaty which has been concluded will, following the usual practice, endure for ten or twelve years. It is by no means improbable that in the course of a year or two the Unionist Party will be returned to power, with a mandate for tariff reform, and it would be manifestly unfair of the present Government to enter into an agreement with Japan which would preclude their successors from carrying out a policy sanctioned by the electorate. That, it seems to us, is the only interpretation the provision can reasonably bear.

The Manila polo team return to-day by the *Zafiro*.

Saturday, April 15th, will be observed as a public holiday.

The Shanghai Golf Championship has been won by Mr. J. B. Ferrier.

The offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Easter Vacation, which commences on Good Friday, the 14th instant, and terminates on Thursday, the 20th instant, except on Public Holidays, when the offices will be entirely closed.

Captain and Mrs. Mitchell and family are guests of H. E. the Governor at Government House.

The name of Mr. W. L. Leask has been added to the list of authorised architects in the Colony.

A billiard-handicap and championship competition is being arranged at Volunteer Headquarters.

On Saturday His Excellency entertained the Manila and Hongkong polo teams at dinner at Government House.

Owing to the incidence of the Easter holidays the next Criminal Sessions of the Supreme Court will be held on Monday, April 24th.

The Governor-in-Council has decided that the existing valuation of the Colony shall be adopted as the valuation for the year commencing July 1st, 1911.

The aviator Mr. Van den Born has made an ascent at Canton. We have received an interesting print from A. Fong, photographer, showing the aviator in the air.

Mr. H. P. Teoker has been appointed to act as second assistant Director of Public Works during the absence on leave of Mr. J. F. Boulton, or until further notice.

Prince Tsai-chen, the Special Envoy of China to the Coronation, will be accommodated at the Alexandra Hotel, where a suite of rooms has been secured for him by the British Government.

At the meeting of the Sanitary Board tomorrow there is down for consideration a minute by the President relative to a proposed change of name—Board of Health, instead of Sanitary Board.

Sir Montagu Ommanney, G.C.M.G., K.C.B., late Permanent Under Secretary of State for the Colonies, has been elected a member of the Court of Directors of the British North Borneo Company.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 28 of 1910, entitled—"An Ordinance to amend the Magistrates' Amendment Ordinance, 1903."

An extract of meteorological observations made at the Hongkong Observatory during the month of March places the average maximum temperature for that period at 69.5, and the average minimum temperature at 61.8 degrees. The rainfall was 3.810 inches, and there were 106.4 hours of sunshine.

A contract to the amount of over £100,000 has been secured by the Power Gas Corporation (Limited), Stockton-on-Tees, from the Japanese Government for the supply of the necessary plant for the driving of an electrical railway. The contract also includes a by-product for the recovery of sulphate of ammonia.

The following announcement has appeared in the London papers:—A marriage has been arranged, and will take place at the end of April, in St. Mary's Church, Aberystwyth, between Frank Barrington Deacon, Hongkong, elder son of the late H. F. Deacon, of Barrington Bridge, Co. Limerick, and the Admiralty, and Ruth Louise, second daughter of the late Patrick Bruce Junior, Clyde House, Spearmoor, County Durham.

An enjoyable entertainment was provided at the Bijou Theatre on Saturday evening, when "The Flower Street Follies" were presented to a crowded house, many intending patrons being turned away. The company comprised the Misses May Maxwell, Grace Vyronne, Vera Ferraro, and Mr. Bob Stephenson, and the individual efforts of those artists kept the audience in roars of laughter. In its entirety the programme was the best seen at this class of entertainment, and the enterprising management well deserves continuance of such extensive patronage as that of Saturday's performance.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong during the month ending 28th February, 1911, as certified by the managers of the respective banks, are as under:—

BANKS.	AVERAGE AMOUNT.	SPECIE IN RESERVE.
Chartered Bank of India, Australia and China.	6,072,597	4,000,000
Hongkong and Shanghai Banking Corporation.	13,231,033	10,000,000
National Bank of China, Limited.	25,355	NIL.
Total.	819,328,965	14,000,000

MOTOR CAR ACCIDENTS.

Two motor car accidents occurred on Saturday between Causeway Bay and Shaikwan. The first happened about 3.30 o'clock in the afternoon to a car, in charge of a European chauffeur. While turning a corner of the road the chauffeur appears to have lost control of the car, for, instead of keeping it on the road he veered it in between a telegraph post and the corner of a house. The automobile, which carried a number of passengers, must have been travelling at a high rate of speed, for it was jammed securely between the house and the telegraph post, and it took some time to extricate it. The passengers had a remarkable escape from injury.

The second accident occurred near the Belle View Hotel, and well on towards midnight. Mr. Crane, of the Quarry Bay Sugar Works, was riding along the road on his bicycle, on which he carried a light, when, on turning a bend of the road, he observed a motor car close upon him. The cyclist endeavoured to clear the car, but the distance separating them was not great, and before he realised it the motor was upon him. The front wheel of the bicycle was badly smashed, but Mr. Crane fortunately escaped with a slight bruising and a little shock. The motor-car is said to have been in charge of a Chinese.

TELEGRAMS

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

["DAILY PRESS" EXCLUSIVE SERVICE.]

SENSATION AT CANTON.

TARTAR-GENERAL ASSASSINATED.

CANTON, April 9th.

The Tartar-General, Eu Ch'i, was assassinated yesterday afternoon as he was returning from the aviation meeting. His assailant fired four shots from a revolver, one of which killed the General instantaneously. The assassin was arrested.

(REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS.")

THE JAPANESE TARIFF.

SPECULATION ON INTERESTING PROVISIONS.

LONDON, April 8th.

There is considerable speculation regarding the object of the inclusion in the Japanese Tariff Treaty of a Schedule enumerating certain articles which shall continue to be admitted into England free; and also regarding a provision enabling both Governments to modify their schedules after the lapse of a year.

This is regarded by tariff-reformers as indicating the possibility of Tariff Reform in the near future, and as a threat of retaliation against the Japanese unless substantial reductions are made in the new tariff.

"VINDICATION OF FREE TRADE."

LONDON, April 8th.

Mr. Winston Churchill, in a speech at London, said that a remarkable vindication of the Free Trade policy of Great Britain was the brilliant commercial treaty which Sir Edward Grey had negotiated with Japan, wherein for the first time the great market of Great Britain was formally recognised by one of the great Powers as a boon greater than that offered by the tariffs of any other nation.

THE PERPETUAL LEASE QUESTION IN JAPAN.

LONDON, April 8th.

Sir Edward Grey, Secretary of State for Foreign Affairs, has announced in the House of Commons that the question of the perpetual leases held by British subjects in the old Settlement areas of Japan will be the subject of a separate agreement.

N.D.L. LINER ASHORE.

LONDON, April 8th.

A New York telegram reports that the North German liner "Prinzess Irene" is ashore at Fire Island.

There are a thousand passengers on board and the situation is serious.

LATER.

A New York message states that 1,720 passengers of the "Prinzess Irene" were removed in surf boats and lifeboats.

The "Prinzess Irene" is still fast.

NEW FRENCH CABINET.

LONDON, April 8th.

A Paris message states that after a debate on its foreign policy the Senate passed a vote of confidence in the Government by 253 votes to 26.

THE SITUATION IN MOROCCO.

LONDON, April 8th.

There is continued anxiety regarding the situation in Morocco. According to the last advices a coalition of rebellious tribesmen were surrounding Fez.

THE ASSASSINATION AT CANTON.

In connection with the telegram from our Canton correspondent published in another column we learn from telegrams in our Chinese issue, the *Chung Ngai San Po*, that the Tartar-General, after witnessing a flight by Mr. Van den Born in his bi-plane, was returning to his quarters, when he was fired at in the street. The telegrams do not state the reason prompting the outrage, but it is presumed to be political, and that the assassin is associated with the anti-dynastic agitation. The victim is the Acting Tartar-General, the Manchu official recently appointed not having arrived from the North yet.

A rumour was current in Hongkong last night that the gates of the city had been closed. This suggests trouble in the city. Up to the time of going to press we were unable to obtain confirmation of the rumour.

PRINCE LEOPOLD OF BATTENBURG.

Yesterday Prince Leopold Arthur Louis of Battenburg reached Hongkong by the steamer *Empire* from Australia. It will be remembered that about three weeks ago we published telegraphic news that His Serene Highness had been taken seriously ill at Sydney, and later information was to the effect that he was on his way home. When the *Empire* reached Manila last week the Prince was too ill to go ashore. Apparently his condition has not improved, for when Captain Mitchell Taylor, A.D.C., to His Excellency the Governor, met the steamer as she entered the harbour before four o'clock to offer him the hospitality of Government House it was deemed advisable that His Serene Highness should not be taken ashore.

HONGKONG'S FINANCES.

FINANCIAL STATEMENT FOR JANUARY. The Colonial Treasurer's financial statement for the month of January, 1911, shows the balance of assets and liabilities on December 31st, 1910, to have been \$1,406,924.96. This amount plus \$619,683.36, revenue for January, gives a total of \$2,026,608.32. Deducting January's expenditure of \$589,537.95, the balance stands at \$1,446,070.37. The total assets of the Colony for the month mentioned were \$6,670,933.08, and the total liabilities \$5,224,862.71, which leaves the credit balance before mentioned.

FINANCIAL RETURNS FOR 1910. A comparative statement of the revenue and expenditure for the year ending 31st December, 1910, is published in the *Gazette*. The total estimates of revenue for that year were \$6,908,797, while the actual revenue derived was \$6,960,869, as against \$6,822,966.93 for the same period of the preceding year. The estimated expenditure for the year was \$6,951,542, while the actual amount expended, including Kowloon-Canton Railway disbursements, was \$7,139,381.71, as against an expenditure of \$6,542,339.32 for the preceding year.

Under the heads of revenue Li-Ht Duen show an increase over the estimates of \$3,683.63, while the undermentioned increases appear on the items mentioned: Licences and internal revenue not otherwise specified, \$239,294.88; Fees of Court or office, etc., \$65,996.06; Post Office, \$75,019.99; Rent of Government property, land and houses, \$11,818.57; Light dues, special assessment, \$5,473.16; Fees of Court, etc., \$99,310.34; Kowloon-Canton Railway, \$25,612.74; Land sales (premium on new leases), \$31,089.57; Balance of nursing sisters' quarters fund, \$6,814.20. The largest decrease under the same heading is \$371,748 on the Widows' and Orphans' Pension Fund; other decreases being Interest, \$47,744.69; and Miscellaneous receipts, \$6,718.27.

Turning to expenditure, Kowloon-Canton Railway disbursements show an increase of \$232,268.51, while under the ordinary heads military expenditure tops the list with an increase of \$141,294.47. Other increases are Audit Department, \$6,537.06; Harbour Master's Department, \$35,575.66; Miscellaneous services, \$27,275.77; Judicial and Legal Departments, \$22,727.68; Education, \$6,247.05; Public Works Department, \$17,766.36; Public Works Recurrent, \$19,932.39; Kowloon-Canton Railway, \$17,574.33; Charge on account of public debt, \$107,146.24; Pensions, \$10,130.48; and Charitable Services, \$600.69. The largest decrease shown in expenditure is \$39,745.64 on the Post Office, while Public Works Extraordinary show a decline of \$24,629.22. Other decreases are: Governor, \$3,325.59; Colonial Secretary's Department and legislature, \$3,352.39; Registrar-General's Department, \$1,851.13; Treasury, \$2,457.88; Observatory, \$601.08; Police and Prison Departments, \$12,851.75; Medical Departments, \$1,037.99; Sanitary Department, \$14,517.29; and Botanical and Forestry Department, \$800.25.

ASSETS AND LIABILITIES. The statement of the Colony's assets and liabilities on December 31st, 1910, places the total assets at \$6,551,129.20, the total liabilities at \$5,144,204.24, and balance on the credit side of the ledger at \$1,406,924.96.

FUNDED PUBLIC DEBT. A statement of Funded Public Debt or loans borrowed for fixed periods, outstanding on Dec. 31st, 1910, and of the Accumulated Sinking Fund at the same date shows that the Hongkong 3 1/2 per cent. Inscribed Stock Loan has an amount of £1,485,732 16s 5d sterling still outstanding; that the amount of stock under the Sinking Fund is £103,162 0s 10d, the cost price £98,692 4s 1d, and the market value £97,759 6s 10d.

WUZHANG LOAN ACCOUNT. The statement in connection with the Wu-chang loan of £1,100,000 shows the repayments by the Viceroy (advanced for railway construction) to have been \$550,000, and that a similar sum is still due to the Government.

KOWLOON CRICKET CLUB.

ANNUAL DINNER.

The annual dinner of the members of the Kowloon Cricket Club was held on Saturday night at the Station Hotel, Kowloon, and proved most enjoyable. Mr. W. Stewart presided over a good attendance, and Mr. D. Harvey occupied the chair. The table was tastefully decorated with a collection of bats, wickets and balls, inscribed "Our peaceful weapons." The menu-card was a neat production, bearing at its top the following couplet:

"Hail cricket, glorious manly game,
First of all sports, be first alike in fame."
After the repast, a toast list, varied with songs by members, was submitted. "The King" having been honoured.

Mr. John Lambert proposed "The Kowloon Cricket Club." He referred to its progress, and remarked that no one would be more pleased to learn of its good position than Dr. Swan, who was one of the most enthusiastic of the founders of the Club. The Club had now a handsome pavilion and had a good racing track. Moreover, it was fortunate in having Sir Horamjee Mody as its president.

The Chairman in reply regretted the absence of their President, who was prevented by indisposition from being present. The Club had had a successful year, perhaps not so successful as they might have wished in the league competition, but at any rate successful in regard to the greater interest manifested in the game. The play of the second eleven had been excellent, and the first eleven was further advanced in the league than it was last year.

Mr. T. Chee invited the company to drink to the health of "Other Clubs," mentioning the good relations which had always existed between the Bowling Club, the senior club in Kowloon, and the Cricket Club.

Mr. G. L. Duncan, of the Bowling Club, made a felicitous reply. He pointed out the necessity for club life in the East, and went on to express a hope that a central club which would meet their social needs and provide all kinds of recreation would ere long be established on that side of the water, a sentiment which was received with applause.

Then followed a pleasant little ceremony, when the Chairman, on behalf of the members, presented Mr. D. Harvey with a smoking set in recognition of the services he had rendered to the club, and presented Mr. F. P. Shroff, who had formerly acted as treasurer, with a pair of binoculars in appreciation of his work for the club. Both recipients replied.

Mr. Harvey proposed the toast of "Our Guests," which was acknowledged by Mr. G. T. Lloyd.

The concluding toast was "The Chairman," which was submitted by Mr. Ford.

The following gentlemen contributed to the harmony of the evening: Messrs Osborn, Jeffries, Annesley, Harvey, Spurge, Ralton, Sheridan, Lambert, Stewart, and others.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

The following minutes of a meeting of the Council, held at the Board Room, on the 21st March, have been forwarded for publication:—Present: Messrs W. Wilson (Chairman), F. Graham Kell, W. R. McD. Parr, H. B. Pike, G. M. Wales, the Health Officer and the Secretary.

THE ARTESIAN WELL.

The Secretary reported that the work at the Artesian Well has now reached a depth of 123 feet 6 inches. Mr. Noda, the contractor, being present, it was agreed that on and after the 1st April the payments on account of contract shall be at the rate of \$8.30 per day, plus cost of any material required, and that the payments at the rate of \$18 per day, according to contract, be not resumed until the sinking averages from the 19th December, 1910, the stipulated eight feet a day.

NEW MEMBER.

A letter was read from Mr. Y. Kikuchi accepting the seat on the Council vacated by Mr. Tadamura.

THE MIXED COURT.

A letter was read from the Senior Consul informing the Council that the Mixed Court Magistrate has proceeded to Foochow and would be away for about a week, during which time the sittings of the Mixed Court would be suspended.

DILUTED MILK.

The report of the Government Analyst at Hongkong on the 24 samples of milk sent him for analysis on the 3rd March was read and ordered for publication. Certain of the samples taken from the dairies of Ng Chin Chai (Chiet Hoi), Ng Heh (Eng Hap) and Gan Aw Sio (Gom Hoi) were reported on as containing added water, and as this was Ng Chin Chai's fourth offence, he was fined \$125, and the other two dairies, being first offenders, were fined \$25 each. In the event of the fines being unpaid the dairies in question are to be closed.

DRAINAGE REPAIRS.

A letter was read from Mr. L. I. Thomas concerning certain drains at San-ki-chan, and on the recommendation of the Works Committee the repairs are to be taken in hand at once, and the owner of the property is to be requested to bear the cost.

POLICE REPORT.

The Captain-Superintendent reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summonses: Debt, 1; erecting a building in such a way as to interfere with the light of the adjoining building, 1; throwing rubbish, &c., on to public road, 2; allowing pig and cattle to stray, 2. Summary arrests: Assault, 2; obtaining money under false pretences, 1; committing a nuisance, 2; illegally removing soil from the foreshore, 1; attempting to commit suicide, 1.

RANDOM REFLECTIONS.

The harassed householder is having a bad time at present. Domestic servants have obtained leave (sic) to proceed to their homes to engage in ancestral worship, and the inexperienced and incompetent substitutes are trying sorely to temper of "master" and "missie," who have to tolerate all sorts of inconveniences in consequence.

It is a trite remark that people can't be made good by Act of Parliament. We hear this sort of thing when public houses are being eliminated and when gambling and betting are being suppressed in Britain, and should not be surprised if something similar is not being said in China at present. Public gambling has been prohibited in Kwangtung, opium smoking is certainly discouraged, and all the little vices which add a little spice to life in the Flowery Land are being stopped. That certainly resembles making people good by act of Parliament. Without doubt the next generation of Chinese should be vastly different to the present.

The banquet at the Hongkong Hotel on Monday night when the Chamber of Commerce celebrated the jubilee of its existence was as notable and as distinguished as the event warranted. The speeches were particularly happy, and the correct note was struck by the Chairman at the outset and maintained throughout the evening.

Talking about jubilee reminds me of the old story which may be known to many of my readers, but which is worth retelling here. Two old ladies at home were discussing the various weddings, silver weddings, and golden weddings, and so on. One taking it upon herself to explain these to her companion stated that "a silver wedding is when ye are twenty-five years married, and a golden wedding is when ye are fifty years married." "But what is your jubilee?" asked the other. "Oh," was the quick rejoinder, "that's when your husband dies."

A topic of considerable local interest is the proposal of the Directors of the National Bank of China, Ltd., which it is proposed to wind up voluntarily, that shareholders should recognise the valuable services of the staff by a gift of \$100,000. I see by the Directory that the staff consists of a managing director and a Chinese assistant. A good return to shareholders must be anticipated to warrant such liberality to "the staff."

My remarks last week about the danger of motor cars in certain localities of Hongkong have led to a reminder that there is no law in the Colony dealing with the speed of these vehicles. In other places there is a speed limit, but here apparently the motorist can career at his utmost on a quiet stretch of road without being amenable to the law. The neighbourhood of the Happy Valley is a resort for some of these "joy riders," and the spin does not seem to be thrilling enough unless there are visions of frightened Chinese dashing out of the way, chickens scurrying across the road, or pigs grunting their discontent as they are hurried out of the path. Doubtless the matter has only to be mentioned to secure the attention of the authorities.

It is proposed to change the name Sanitary Board to Board of Health. A board by any other name would be as great a nuisance—I mean, as great a benefaction. Certainly the proposed name sounds better. Now had it been the Board of Health which visited the brewery this other day instead of the Sanitary Board how much more valuable would have been its appreciation of the delectable liquor.

The Bijou Scenic Theatre is responsible for a Hongkong hit. Two ladies were out walking when one observed to the other: "What a lovely child that is we have just passed." "Yes," replied her companion, "that is my little daughter." "Goodness," exclaimed the first, "how did you know her?" "Oh, I recognised the snub."

A Japanese who has been writing his impressions of England in one of the London newspapers in rather quaint English is delighted, fully alive on the marriage question. He says: "The free marriage by love is certainly primitive idea. But England, without being drowned in any conventions, has carried out this primitive idea into civilisation, for which I pay much of my admiration. Let me now write what different effects the women of West and East have through these different customs. The fixed marriage by parents makes the girls live on their regular salary; and the free marriage makes her life like the proprietors of some unlimited firms. When one is settled in the position of regular salary he is no longer so keen on business. Therefore even very lively persons often get into a quite dull temperament. When one starts to invest all his money in an unlimited firm, he immediately becomes very sharp on his business matters. Therefore, even very dull persons become quite plucky. The marriage is exactly same. The Oriental girls are entirely relying upon their parents, and they are not so keen to improve their personality or appearance. In one word, they are indifferent." John Bull leaves are quite reverse. Their system of the purely free marriage makes them alert, and it comes out in their appearance, conversation, as well as unconsciously. It's good to see ourselves as others see us.

ROBERT RANDOM.

The Yokohama Chamber of Commerce (Japanese) is arranging for a representative body of merchants to visit South China in the autumn. It is proposed that the trip shall occupy 37 days and include a stay of ten days in Shanghai. The party will proceed to Hongkong, Canton and Macao and return via Swatow, Amoy and Foochow.

SUPREME COURT.

Saturday, April 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

TATUM v. HOWELL.

The action was continued in which John Tatum sued Frederick Howell, chief bailiff of the Supreme Court, for an account since 24th September, 1905, of the receipts and disbursements of the defendant in respect of the plaintiff's business of a butcher and comrade carried on under the style of the Hongkong Butchery, and for a receiver.

Mr. M. W. Slade, K.C., instructed by Mr. J. H. Gardiner, appeared for the plaintiff, and defendant was represented by Mr. Eldon Potter, who was instructed by Mr. C. E. H. Beavis (of Messrs. Wilkinson & Grist).

The cross-examination of defendant was continued by Mr. Slade.

You told us yesterday that you were in the habit of cashing the crossed cheques of the Butchery Co. business?—I am afraid I was rather hasty, as on going through the pass-book I find that was not so.

When did you begin?—I see from the pass book that on November 18, 1904, I paid over a cheque for \$120 and on the 21st, one for \$50. Not approximately for the same sum?—I would give a cheque for a less sum and pay so much in cash.

His Lordship—The point is that we don't want to know anything else except the payments made to the Butchery Co.

Mr. Slade—When you received a crossed cheque you did not necessarily pay the same sum out, you paid more or less?—That is so. I sometimes gave a cheque for a larger sum and received the balance back.

His Lordship—It is not a question of your wanting a few dollars. You received from them on the 17th November three crossed cheques amounting to \$143.80 and you gave a cheque in return for \$120, therefore there is \$23.80 balance. You must have kept some record of what you did?—I gave it out of my own pocket.

Later it was suggested that the cheque for \$50 was made up of the balance of \$23.80 and his monthly account for that particular month.

Defendant was questioned concerning a number of cheques, and Mr. Slade suggested that the system of receiving crossed cheques and paying them out was initiated by his attorney.

Defendant—I don't think so.

His Lordship—When do you think this arrangement was made?—It is not a very usual arrangement?—He came to me with a crossed cheque and did not know what to do with it, as the man who used to cash them had died. He asked me to cash it.

Apart from the \$15 a month for the rent of part of your house you have never received any money from the Hongkong Butchery Co?—No. Among the witnesses you are going to call are you calling anyone who will produce any book to verify that statement?—Tatum—It will be called, but as to whether he is producing any books or not I cannot say.

In January, 1899, Tatum came back, and when he asked for accounts, you said as he had been away he was not entitled to them?—I did not. I made a copy of the accounts and gave it to him. The accounts were made up by Barker.

When did you employ him?—When the Butchery was closed.

When did you put Barker on the books?—I should say within a month or so of the closing of the Butchery.

He made the accounts to the end of the year?—I think the beginning of January, 1897.

Whom did you employ to collect any outstanding account?—To the best of my recollection it was Young Chung.

Mr. Slade referred to the trial balance sheet which had been prepared by Mr. Howell and Mr. Gutterer.

His Lordship said Mr. Slade was opening a subject upon which he had to ask several questions, and he thought it had better be left over.

Mr. Slade—Very well, my Lord.

His Lordship (to Mr. Potter)—How many more witnesses have you?

Mr. Potter—One.

His Lordship—Is there a chance of finishing in one day?

Mr. Slade—I should imagine that I shall be another hour and a half with Mr. Howell.

His Lordship—There are some important questions. There is a jury case on Monday.

Mr. Potter—I think we should finish this if we can. This is the more important case.

His Lordship—The only difficulty is that of letting me know that they will not be required on Monday.

The Press were asked to state that the jury in another case would not be required to-day, and the hearing was adjourned until this morning.

IN SUMMARY JURISDICTION.

BEFORE MR. F. A. HAZELAND (ACTING PUISNE JUDGE).

CLAIM FOR WAGES.

The action, concluded in which Li Hip and An Hse each summoned D. K. Sins to recover \$17.2 due for wages for one month and 13 days at \$12 per month.

After hearing further evidence his Lordship entered judgment for defendant with costs.

The death of General Sir Frederick Charles Arthur Stephenson, colonel of the Coldstream Guards and Constable of the Tower of London, took place in London last month. The General, who was eighty-nine years of age, was employed in the China War, and was present at the capture of Canton and the Taku Forts and at the actions during the advance on and capture of Peking. His services were twice mentioned in despatches, and were rewarded with the medal with three clasps and the brevet of colonel.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

April 6th.

CHING MING FESTIVITIES.

To-day has been the Ching Ming (pure brightness) Festival, and in accordance with ancient custom the natives of this city have been engaged in repairing the tombs of their ancestors. For several days past the junks leaving this place have been crowded with people leaving for their "heung ha" or native villages, there to perform the pious offerings to the dead. All the schools have been shut up for several days, as the student body, above all others, prides itself on its adherence to ancient ceremony. The boats coming up from Hongkong have been crammed full of passengers all eager to return to their ancestral homes. The railway companies must have taken a very large amount of money, for the modern Chinaman is quick to take advantage of rapid and cheap travel, and it has long since dawned upon him that it is much better to take the foreign devil's "fire carriage" at the cost of a few cents than to use his own cumbersome methods of conveyance. The route to the Great North Gate inclines gently, and so when the visitor reaches the actual gate he is several feet above the surrounding country. From the outside of this gate there rises a hill known locally as "Kwan Yam Shan," or the hill of the Goddess of Mercy. From this hill there stretches a line of eminences of no very great height which goes many miles into the heart of the Province. These hills from the foot to the summit are one huge mass of graves. How many defunct Celestials are there buried passes all count, and however the people find their ancestors' graves is a matter that passes comprehension. This scene on these hills to-day resembled a battlefield. Thousands upon thousands of people were to be seen on the heights all busy in repairing the graves, and from nearly every grave was being emitted a fusillade of fire-crackers, for it is known to all, fire-crackers are of unusual efficacy at this particular occasion. Talking of graves reminds me of a somewhat peculiar case that came under my notice not long ago. On the island of Honam there lives an old native lady who has been widowed for nearly a score of years. Some time ago she was taken with a kind of fit, which she said was due to the agency of a certain "P'oo-sat" or deity. While in this trance she was told that her late husband could not rest in his grave because the water had got into it and his bones had become wet. The old lady then called upon her son to go to the village in which his father was buried, exhume him and re-bury him in a drier locality. To do this pious office the son had to throw up his work (he has not had any since), but he went to the grave and there he discovered that his father's remains were in the precise condition as seen by the mother in her trance. This anecdote may be of interest to spiritualists.

Large quantities of food were also brought to the graves to-day, but I noticed that there was not so much display of viands for the dead as there is in the Chinese cemeteries of the Malay States and other southern countries. Very few people care to go out of doors after dark during this period of the year, for they say that the "kwaik" or spirits of the departed, are peculiarly potent for evil just now. When one sees the people so rooted and grounded in these debasing superstitions it makes one wonder how many centuries it will take to really enlighten these people. Nevertheless, Ching Ming is a most interesting festival, and those tourists who happened to be in Canton to-day ought to congratulate themselves on their luck.

TAKING RAMPANS.—TROUBLE AT SAM SHUI. Since writing this morning I hear there has been serious trouble in the Sam Shui District owing to an additional tax being imposed upon sampans. This tax was imposed by the advice of a merchant called Li, who thought he had an excellent chance of making a little money. A sum of \$400 was tendered to the district magistrate in consideration of his official sanction and the enterprising Li opened an office for the purpose of receiving the tax. To meet the extra demand on their pockets the sampan people raised the fares, and, as may be supposed, this did not have a very good effect on the public. Seeing the magistrate coming down to Li's office in his official chair they proceeded to stone him and his sedan was smashed to pieces. One of his guards was severely hurt by a brick-bat and the rest of the official's retinue took to flight. The unhappy magistrate had to beat a most ignominious retreat on foot. When he re-entered his Yamen he issued a notice to the effect that the obnoxious tax would at once be cancelled. Order was then restored.

FINANCIAL TROUBLES.—TOBACCO MONOPOLY.

The amount of money that was formerly received by the Government in the gambling days was some hundreds of tens more than at present, in spite of extra taxes on wine and other commodities. Until yesterday the question of the tobacco monopoly was not settled, but it is now announced that the monopoly has been granted to the members of the Tobacco Guild, who in return for this privilege are paying the Government a sum of 350,000 taels a year. This action of the Viceroy is considered good, as it will afford no occasion for the unseemly conduct that was witnessed here when the wine monopoly was granted to other than the Wine Guild.

NEW SUPREME COURT.

The new Supreme Court is now finished and was to have been opened on the 30th ult., but owing to certain unforeseen circumstances the opening was deferred till the 5th inst. There was a very interesting ceremony and several cases were tried on the day of opening. The building is a very handsome one, and the work,

I hear, was carried out by a well-known contractor who also does much work in Hongkong. The Taoist of Police has been ordered to arrange for a corps of 30 police to act as a permanent guard.

EDITOR IN TROUBLE.

The editor of the local journal known as the "Kung In Po" has got himself into hot water with the Press Association. It appears that this man opposed the closing of the gambling shops and wrote articles thereon and published false news of a kind calculated to agitate the public and cause disturbances. He is also accused of interesting himself in other persons' lawsuits. The Association have therefore sent a petition to the high provincial authorities setting forth their grounds for complaint and begging the Government to remove the man from his position.

TO BREAK UP SOCIETIES.

Of late, this province has been the happy hunting-ground of certain men who, under the guise of patriots, have been going round forming societies for the purpose of making China rich and powerful. Needless to say, these enterprising individuals have collected money and their speeches have often been of a violent character calculated to rouse the people to violence. This has come to the knowledge of the authorities in Peking, and the Viceroy has just received a despatch to the effect that all these societies are to be broken up immediately. Should any person be found trying to form such a society in future he is to be severely dealt with. His Excellency has notified this to all district magistrates.

MONOPOLIES.

I have several times lately reported in this column the large number of monopolies that have been granted to merchants. The wholesale granting of these monopolies has caused much dissatisfaction among the people, for, needless to say, with the granting of a monopoly the price of the particular commodity is raised. The Viceroy fears that before long this will lead to riots and breaches of the peace, and he has given orders that all further applications are to be referred to him and that in future no one but himself will be allowed to grant a monopoly. Just now there is a squabble concerning the new fire-cracker and joss-paper monopoly, which I reported last week had recently been sanctioned. A strongly-worded petition has been handed to the authorities praying that this monopoly be abolished. The authorities have refused to sanction the abolition, as they say that the rise in the price of these articles has been so small that no one is hurt by it.

TO PREVENT "SNATCHING."

The authorities have received several petitions to the effect that many cases of "snatching" from the person have occurred in many country places during the late Ching Ming ceremonies. When the people go out to the graves it is customary for the women to wear as much jewellery as possible, and this has in many cases become the plunder of many lawless youths. One of the petitions begs that the village elders be held responsible for all thefts committed. It is pointed out that if these "gentry" were compelled to recompense every person suffering from theft in their village that they would soon be able to stop effectively this sort of crime.

PUTTING DOWN GAMBLING.

The authorities are finding it a difficult task to put down gambling in the country places. A day or two ago a soldier was fatally shot in one of the Nam Ho District villages while endeavouring to arrest a party of gamblers. A still more serious affray took place yesterday in the Pan Yu District. A soldier of the 22nd Regiment observed a large party gambling and at once made his way back to camp and informed the officer in charge. A body of men were sent to arrest the gamblers, but to the surprise of the soldiers the lawbreakers were all armed and a fierce fight took place, in which one of the soldiers was killed and others were seriously wounded. The gamblers were then reinforced by a gang of villagers who succeeded in rescuing all the prisoners. The soldiers beat a hasty retreat to the camp.

THE REVENUE OF THE PHILIPPINE ISLANDS.

INCREASE OF P.1,700,000 IN 8 MONTHS.

Governor General Forbes has received from the various sources the financial report of the Philippine Government for the first eight months of the fiscal year 1910-1911. It shows a net increase of revenue of P.1,700,000 over the same period of the fiscal year 1909-1910. The increase is about evenly divided between the customs service and the bureau of internal revenue. The Governor General informs a Press correspondent that the increase was not unexpected and is very gratifying. The total revenues of the Government for the fiscal year 1909-1910 were slightly over P.42,000,000, divided as follows:

Customs P.17,625,693.57
Internal Revenue 10,231,734.45
Miscellaneous 11,230,555.36
City of Manila 3,014,281.99

WEATHER REPORT.

On the 9th at 11.55 a.m.—The barometer has risen moderately on the E. coast China and fallen elsewhere, particularly over S. Japan and Tongking.

The depression lying over the Yellow Sea yesterday has moved into the Sea of Japan. Pressure is low also over Tongking and S.W. China.

The highest pressure is shown over the Pacific in the neighbourhood of the Bonins. Light or moderate S.E. winds are indicated over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood, (S) S.E. winds, moderate.
Fernam Channel S.E. winds, moderate.
South coast of China between Same as No. 1.
Hongkong and Lamcocks Same as No. 1.
South coast of China between Same as No. 1.
Hongkong and Hainan Same as No. 1.
S.E. winds, light or moderate; probably some rain.

THE LATE MR. W. C. MURRAY.

It is with deep regret that we have to record the death of Mr. W. C. Murray, of the firm of Noel, Murray & Co., Ltd., which occurred at the Shanghai General Hospital at 2 a.m. on the 3rd inst. Mr. Murray, who was familiarly known as "Jock" Murray, was the son of the Rev. George Murray, of Balmacellan, Kirkcubright, N.B., where he was born on December 2, 1860. He arrived in Shanghai in 1882 from the firm of Messrs. Boith, Stephenson & Co., Stalybridge (Lancs.), to join Messrs. Iveson & Co. as assistant in their piece-goods department. Five years later, he severed his connection with Messrs. Iveson & Co., and went down to Hongkong to enter the service of Messrs. Jardine, Matheson & Co., as piece-goods assistant, returning to Shanghai in 1891 to the same firm's Shanghai branch, in which he had as his immediate chief his life-long friend, the late Mr. James McKie. In 1891 he left "Ewa" to become a partner in the firm of Noel, Murray & Co., Mr. G. W. Noel having one year previously taken over the well-known auctioneering business of Messrs. Macdonald & Co.

Throughout his career in China, Mr. Murray always took a keen and frequent interest in sports. He enjoyed great popularity as a sportsman, in which craft he held one of the most prominent positions, having been Worshipful Master of the "Orient" Lodge of the Mark Master Masons, and of the Northern Lodge of China, and he recently represented the last-named Lodge on the Executive Committee of the Masonic Hall. Socially, he was one of the most popular members of the community and was ever ready to assist in doing a friend a good turn, if it lay in his power. He was of a most generous nature and the amount of benefaction he bestowed by stealth will never really be known.

During the past twelve months Mr. Murray had been in failing health, and he never seemed to recover thoroughly from the shock that the death of his closest friend, the late Mr. McKie, caused him. A trip to Cayton in the latter part of last year seemed to benefit his health to some little extent, but of late he seemed to have lost all the good that this change of air and scene had done him. On the night of the 22nd ultimo, he caught a chill when returning home from a Masonic meeting, and had to be removed next morning to the General Hospital, where despite careful attention and nursing, he passed away yesterday morning.

Many a heart will be the sorer at the sad news which it is our duty to record, and the memory of "Jock Murray" will never lose its fragrance.

As a token of respect to the memory of the deceased, the offices of the Shanghai Stock Exchange, of which he was one of the original members, and of Noel, Murray & Co., Ltd., of which firm he had been a partner for fifteen years, were closed all day and the flags of all the Clubs of which he was a member were flown at half-mast.

The funeral service, which was held at the Bubbling Well cemetery, was very largely attended, nearly all the clubs, public bodies and British and foreign firms being represented, so that the cemetery chapel was filled to overflowing, and many mourners had to remain outside while the service was being held.

BUNCH OF CARNEGIE MILLIONAIRES.

NAMES OF THE FORTY-THREE HE MADE.

Mr. Andrew Carnegie's recent statement that he had made forty-three American millionaires is confirmed by investigations, says a New York correspondent. Pittsburgh is the centre of the Carnegie coterie.

Nearly all the Carnegie-made millionaires live there, or in the immediate vicinity of the steel metropolis. They were associated with Mr. Carnegie in his own early money-making days, either as steel exporters or legal advisers, and as Mr. Carnegie gained fortune, he distributed financial favours to his nearest friends.

Every year there is a reunion of the Carnegie millionaires at a banquet given in New York, and Mr. Carnegie gives a little heart-to-heart talk to "his boys," as he calls them. Many of the millionaires are hardly known outside Pittsburgh, and they are lost in the shuffle with the hundreds of other rich men of America. Some of those to whom Mr. Carnegie has given fortunes have reputations throughout the world.

FAMOUS NAMES.

A list of famous Carnegie millionaires has been compiled as follows:—
Elihu C. Knox, Secretary of State. He has long been Mr. Carnegie's closest legal adviser.
Judge J. H. Reed, Mr. Knox's law partner.
J. G. A. Leishman, United States Ambassador to Italy. He was formerly president of the Carnegie Steel Company.
George T. Oliver, United States Senator from Pennsylvania. A prominent Pittsburgh lawyer, steel expert, and proprietor of the Pittsburgh Gazette-Times.
Henry C. Frick, one of Mr. Carnegie's partners.

Henry Phipps. One of Mr. Carnegie's partners. Charles M. Schwab. One of Mr. Carnegie's partners, and now head of the chief independent steel company in America.

William E. Corey. One of Mr. Carnegie's partners, and until a few weeks ago president of the United States Steel Trust.

Millard Husick. London representative of the Carnegie Steel Company.

Thomas Carnegie. Andrew Carnegie's brother. F. T. F. Lovejoy. Entered Mr. Carnegie's employ as telegraphist and clerk, and became auditor of the Carnegie Steel Company.

James Gayley. One of Mr. Carnegie's chief lieutenants. Invented many contrivances for blast furnaces. Was first vice-president of United States Steel Trust.

W. N. Frew. Pittsburgh lawyer and president of the Board of Trustees of the Carnegie Steel Company.

The others, not so well known, who make up the complete list of forty-three are:—
Colonel L. T. Brown, Messrs. Robert T. Vanderart, William H. Donner, David A. Stewart, Henry W. Oliver, David B. Oliver, Henry Merritt, George Landor, Henry M. Curry, W. A. Singer, Lawrence Phipps, Thomas Morrison, A. M. Moreland, Daniel M. Clumson, George H. Wrightman, John Walker, Charles L. Taylor, Alfred B. Whitney, John C. Fleming, G. E. McCaughey, James Scott, Joseph C. Schwab, Thomas Lynch, Giles B. Bosworth, Albert C. Case, Charles W. Baker, Andrew Klopman, A. R. Peacock, and J. Ogden Hoffman.

A Manila contemporary says:—In handing down eight prison sentences ranging from eighteen months to 30 days, Judge Herbert D. Gale, in the court of first instance, gave Government officials in Manila real encouragement in their efforts to make the insular opium law a live weapon against illegal drug importations, instead of merely a dead letter.

INTIMATIONS

IT PAYS YOU TO BUY THIS WHISKY.

M.P.

Whisky is good, so good that the demand for it is steadily and rapidly increasing—after all, that is the supreme test of quality. We want you to know its good qualities, and the only way is for you to try it. Next time order

M.P.

It contains a Free Passage Coupon to Scotland in every case.

SAMPLES ON APPLICATION.

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WINE AND SPIRIT MERCHANTS.

[50]

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OPHTHALMIC OPTICIAN, CORNER OF

D'AGUIAR ST., HONGKONG.

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STRAITS SETTLEMENTS STOCKS AND SHARES.
RUBBER COMPANIES. **SINGAPORE.**

Mr C. Rogers, Mr J. Owen Higgins, Mr H. W. Flint, Rev. and Mrs A. A. McLeod, Miss C. G. Coltart, Mr J. Young, Mr E. M. Coventry, Mr and Mrs Ormrod.

THE GYMKHANA CLUB.

The entries for the first meeting of the season, which takes place next Saturday, are as follows—

Patrons:—His Excellency Sir F. J. D. Lugard, K. M.G., C.B., D.S.O.; His Excellency Vice Admiral Sir A. L. Wintle, R.N.; R.C.B., C.V.O., C.M.G.; His Excellency Major Genl. C. A. Anderson, C.B.; Commodore J. C. Eyles, R.N.

Committee:—The Stewards of the Hongkong Jockey Club (Ex-Officio), Messrs. H. P. White, J. Johnston, Capt. Dwyer, Capt. Agg. K.O.Y., L.L. H. J. Gedge, C. H. Ross, C. G. Mackie.

Judge:—H. E. Major-General Anderson.

Handicappers:—Capt. Dwyer and Mr. C. G. Mackie.

Chief of the Scales:—Capt. Agg.

Starter:—C. G. Mackie.

2nd Starter:—Capt. Hughes.

Time Keeper:—Mr. M. S. Sassoon.

Hon. Sec. and Treasurer:—Mr. R. F. C. Master.

THE KERRY CUP.—Half Mile Flat Race.—For non-winning Subscription Grifflins of the season 1910-1911. Weight for inches as per scale. Unplaced runners allowed 3 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7 lbs. Entrance fee 5. 1st Prize: Presented by H. F. Hickman, Esq. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Ching's Urgent, 152 lbs.
Mr. O. K.'s Donan, 152 lbs.
Major W. N. Withcombe's Tregon, 152 lbs.
Mr. J. De Houghton's Polar Bear, 152 lbs.
Mr. James' Christmas Tree, 152 lbs.
Mr. H. A. Law's The Ramp, 149 lbs.
Capt. Dwyer's Tregon, 149 lbs.
Mr. Black's Dussel, 149 lbs.
Mr. M. D. Bishop's Sonny Jim (late O.B.), 149 lbs.
Mr. H. Humphrey's g. Seaweed, 149 lbs.

GYMKHANA STAKES.—Value \$101. Distance One Mile. For all China ponies—Catch weights at 10 st. 6 lbs. Winners of an open race or open griffin race or ponies that have won the aggregate prize in the Gymkhana Stakes in any season. 5 lbs. extra. Non-winning subscription grifflins allowed 5 lbs. Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7 lbs. A cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first, and 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the pony on a rule. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for this race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. to remain deducted until he wins again, when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. 2nd prize: \$25. (Half entrance fees to go to winner.)

Mr. T. S. Forrest's Rejected, 151 lbs.
Mr. Daddell's Dorado II. (late Pot Rose), 151 lbs.
Mr. T. S. Forrest's Anchochilly, 146 lbs.
Mr. Macdon's Iona, 146 lbs.
Mr. Ellis Kadoorie's Arabian Chief (late Just in Fun), 146 lbs.
Mr. Hickman's Kerry, 146 lbs.
Mr. Branton's Odcombe (late Gardenia Rose), 146 lbs.
Mr. O. K.'s Mombassa (late Highland Tarn), 146 lbs.
Mr. Gilpin's Caprice, 146 lbs.
Mr. Cymru's Dyllan, 146 lbs.
Mr. Forrest's Just in Spite, 146 lbs.
Mr. T. S. Forrest's Alorah, 146 lbs.

TEST PRIZES IN SECTIONS OF THREE.—Open to teams, mounted on China Ponies, and composed of any three Members of the Gymkhana Club.

1—K.O.Y.L.I. A Team 3—Capt. Bristley
Mr. Lawder
Mr. Bishop

2—K.O.Y.L.I. B Team 4—Mr. M. H. Logan
Mr. C. C. Mackie
Mr. B. F. C. Master

LADIES' NOMINATION. 5 Furlongs Flat Race. For all China Ponies. Catch weights. Ponies to be nominated by a lady. The names of the ponies will be placed in one hat, the names of riders in another hat, and drawn alternately. Ponies to be ridden by riders whose names appear at the same drawing. Jockeys who have won more than five races in Hongkong, Shanghai and Tientsin penalised 7 lbs. No pony to be scratched after entry except on account of sickness.

Mr. M. D. Bishop's Sonny Jim (late O.B.), nominated by Mrs. M. D. Bishop.
Mr. Ching's Urgent, nominated by Mrs. Murray Bain.
Mr. Daddell's Dorado II. (late Pot Rose), nominated by Mrs. Leo D'A. Castro.
Mr. J. de Houghton's Polar Bear, nominated by Miss Potts.
Mr. E. Kadoorie's Kentucky Chief (late Just in Play), nominated by Miss E. Potts.
Messrs. Lowe and Hickman's Kongsi (late Java King), nominated by Mrs. Mackie.
Mr. O. K.'s Alster, nominated by Mrs. Von Wiser.
Capt. Warden's Moonbeam, nominated by Miss G. Potts.

ONE MILE FLAT RACE.—For Subscription Grifflins of any season. Weight for inches as per scale. Winners of one race 7 lbs. extra; of two or more races 10 lbs. extra. Unplaced runners allowed 5 lbs. To be ridden by Jockeys who have not had more than five winning mounts in Hongkong, Shanghai or Tientsin. Entrance fee 25. 1st Prize: Presented by Sir H. N. Mody. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. T. S. Forrest's Anchochilly, 159 lbs.
Do. Alorah, 159 lbs.
Mr. Branton's Bantam, 159 lbs.
Mr. Neilson's Hartwood, 158 lbs.
Mr. D. M. Ross's Tomahawk, 158 lbs.
Mr. O. K.'s Donan, 152 lbs.
Mr. C. Jay's Tregon, 150 lbs.
Mr. Cymru's Jack Spraggon, 150 lbs.
Mr. Black's Dussel, 147 lbs.
Capt. Dwyer's Tregon, 147 lbs.

ONE AND A QUARTER MILE FLAT RACE.—For all China ponies—Jockeys who have won more than five races in Hongkong, Shanghai or Tientsin penalised 7 lbs. Entrance fee 25. 1st Prize: Presented by H. F. Hickman, Esq. 2nd prize: \$25. (Entrance fees to go to winner.)

Mr. Gilpin's Caprice, 161 lbs.
Mr. T. S. Forrest's Rejected, 157 lbs.
Mr. Ellis Kadoorie's Arabian Chief (late Just in Fun), 151 lbs.
Mr. O. K.'s Mombassa (late Highland Tarn), 154 lbs.
Mr. Branton's Odcombe (late Gardenia Rose), 151 lbs.
Mr. Cymru's Dyllan, 149 lbs.
Mr. Vidor's Greyback, 147 lbs.
Capt. Hughes' Bickley, 145 lbs.
Mr. Macdon's Iona, 142 lbs.
Mr. T. S. Forrest's Anchochilly, 140 lbs.
Major W. N. Withcombe's Tregon, 140 lbs.

LATEST STEAMER MOVEMENTS.

The Bank Line str. Steoric, which arrived at Yokohama from Vancouver on the 6th instant, sailed again on the 7th p.m. for Hongkong via usual ports.

The Bank Line str. Strathgairn sailed from Shanghai on 7th instant, for this port, and is due to arrive early on the 11th instant.

The N.Y.K. str. Colombo Maru (Bombay Line) left Singapore for this port on the 7th April and is expected here on the 13th inst.

The P. & O. S. N. Co's str. Nile is expected to arrive at Colombo on the 19th inst., at 5 p.m.

The Silk or R.M.S. Empress of Japan, which left here on the 11th ult., arrived at New York on the 6th instant.

The P. & O. S. N. Co's str. Assaye left Singapore for this port on the 8th instant, at 3 p.m., with the outward English Mails, and is due here on the 13th instant, at 6 a.m.

SOLE AGENTS FOR CHINA: DADY BURJOR & CO. Wholesale Wine & Spirit Merchants. 47.

NOTICE TO KOWLOON RESIDENTS EXTRA COPIES of Daily Press are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf Messrs. H. RUTONJEE & SONS, Kowloon Store, No. 36, Haiphong Road. Messrs. HUNG CHEONG, Haiphong Road. Mr. AH YAU, Hongkong Stall, Ferry Wharf.

JAVA-CHINA-JAPAN LIJN. REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER FROM EXPECTED ON OR ABOUT WILL LEAVE FOR ON OR ABOUT

TJIKINI — Second half of April JAVA First half of April

TJITAREM SHANGHAI Second half of April JAVA Second half of April

TJIPANAS JAVA Second half of April JAPAN Second half of April

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TJIPANAS JAVA Second half of April JAPAN Second half of April

TJIBODAS JAPAN Second half of April JAVA Second half of April

TJILATJAP JAVA Second half of April SHANGHAI First half of May

TJILITWONG JAVA First half of May SHANGHAI First half of May

TJIMAHU JAVA First half of May JAPAN First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on European Bills of Lading.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STRAMERS to Leave Connecting Steamers Due Marseilles Due

to Hongkong from Colombo to Marseilles and London (2 days earlier) Plymouth (London 1 day later)

Steamer Tons 1 P.M. SATURDAY Steamer Tons SATURDAY FRIDAY

DELHI 8000 April 15 MONGOLIA 10000 May 13 May 19

ASSAYE 7500 April 29 MOREA 11000 May 27 June 2

DELTA 8000 May 13 MOOLTAN 10000 June 10 June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax):

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd SALOON £43.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL SAIL FOR

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CARRYING SALOON PASSENGERS AT REDUCED RATES.

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VISITORS AT HOTELS.

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Mr. E. Altman Miss Liddle

Mr. J. I. Andrew Mr. C. T. Lloyd

Mr. W. H. Bennett Mr. T. Low

Mr. and Mrs. J. H. Mr. S. Lowrie

Backhouse Mr. Lubbock & maid

Mr. & Mrs. C. E. Baldwin Mr. & Mrs. Lubbock, R.N.

Mr. F. H. Beck Mr. G. H. MacDonald

Mr. & Mrs. F. E. Beck Mr. & Mrs. MacDonald

Mr. & Mrs. E. E. Beck Mr. & Mrs. MacDonald

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Mr. & Mrs. E. E. Beck Mr. & Mrs. MacDonald

SHIPPING

ARRIVALS

BANRI MARU, Japanese str., 2,369, Y. Maso, 8th April—Karatou 2nd April, Coal—Mitsui Bussan Kaisha.

CARL DILLERICHSEN, German str., 774, Chr. Jurgensen, 8th April—Hollow 7th April, General—Johson & Co.

CHIN HUA, British str., 8th April—Canton.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 8th April—Swatow 7th April, General—Osaka Shosen Kaisha.

EMPIRE, British str., 2,343, St. John George, 9th April—Sydney via Manila 7th April, General—Gibb, Livingston & Co.

GLASGOW, British str., 1,434, J. Mason, 9th April—Singapore 1st April, General—Joo Tek Sing.

HAITANG, British str., 1,352, A. E. Hodgins, 9th April—Fochow via Swatow 6th April, General—Douglas, Lapraik & Co.

KRONWAL, German str., 1,115, J. Kähler, 8th April—Bangkok 30th March, Rice—Butterfield & Swire.

KUBISHI, British str., 1,205, Forsyth, 8th April—Hollow 2nd April, General—Butterfield & Swire.

KWANGSHI, Chinese str., 1,468, Lincoln, 8th April—Shanghai 4th April, General—C.M.S.N. Co.

KWANTAN, Chinese str., 8th April—Canton.

PAKIAT, German str., 1,012, T. Wenzel, 7th April—Bangkok 20th March, Rice—Butterfield & Swire.

PONTOON, German str., 998, Dotehr, 8th April—Saigon 4th April, Rice—Order.

PROSETHUS, Norwegian str., 1,025, W. Jensen, 7th April—Hongkong 5th April, Coal—Angard, Thorsen & Co.

SIGNAL, German str., 907, J. Loersen, 9th April—Straits and Hollow 8th April, Johnson & Co.

SI-KIANG, French str., 615, E. de Catalano, 9th April—Haiphong 7th April, Rice and Pig—Messageries Maritimes.

TELEACHUS, British str., 1,340, Fraser, 8th April—Saigon 4th April, General—Woo Tek Sing.

TRUENHART MARU, Japanese str., 2,559, S. Watanabe, 7th April—Mitsui 2nd April, Coal—Mitsui Bussan Kaisha.

DEPARTURES

8th April.

CATHERINE APCAR, British str., for Singapore.

EXPRESS OF CHINA, British str., for Vancouver.

CHABER, British str., for Singapore.

HANU, French str., for Haiphong.

KWANGSHI, Chinese str., for Canton.

LOONGSANG, British str., for Manila.

TIENSIN, British str., for Swatow.

CHIN HUA, British str., for Shanghai.

CHUSHANG, British str., for Port Courbet.

DACE, Chinese, British str., for Shanghai.

DAIGI MARU, Japanese str., for Swatow.

FRIEDRICH, Norwegian str., for Tatsungkaw.

HAIMUN, British str., for Swatow.

HAIVAD, Norwegian str., for Swatow.

GERMANIA, German str., for Amoy.

LOCKUS, German str., for Swatow.

MANCHURIA, American str., for San Francisco.

ONANG, British str., for Haiphong.

SINGAN, British str., for Swatow.

TRUENHART MARU, Japanese str., for Saigon.

VICTORIA, Swedish str., for Sama Port.

YUSHUN, British str., for Canton.

SHIPPING REPORTS.

The British str. Teleachus reports: Fine weather throughout the voyage.

The Chinese str. Kwangshien reports: Fine weather and winds variable all the way.

The British str. Haiphong reports: Light variable breeze clear at first; dense fog later, smooth sea.

The French str. Si-Kiang reports: From Haiphong to Port Payard, fine weather and smooth sea; from there to Port, foggy weather, Easterly light wind and rough sea.

STEAMERS PASSED THE CANAL.

Mar. 21st—Hentaro, Heilas, Mishima Maru, Armeria, Necker, Toucan, 24th—Almona, Bayera, Candia, Hyon, Katuna, Tydus, 28th—Benuoh, Benceloh, Kawachi Maru, Nicomedia, Pathaa, Peking, Suzon, Nemdra, Indrad, 31st—Caleha, Cyclops, Sithonia, Theosus, April 4th—Braemar, Indragura, Kaga Maru, 7th—Alcinous, Devotion, Hudson, Koenig, Nelo, Peshawar, Polyphonus, Specta, Syria, Tonkin, Hermann Lerche.

ARRIVALS AT HOME.

April 7th—Cardiganish, Kitano Maru, York.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH LINES OF LADING ISSUED FOR: BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELHI"

Carl Bradshaw, carrying His Majesty's Mail, will be despatched from the for Bombay and Colombo on SATURDAY, the 15th April, 1911, at Noon taking passengers and cargo for the above ports in connection with the Company's s.s. "Mongolia," 10,000 tons from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 26th May, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd April, 1911.

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain W. Gregory, will be despatched as above about 24th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. Ltd., Agents.

Hongkong, 8th April, 1911.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 15th inst. at Noon
LONDON & ANTWERP VIA SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	P. & O. S. N. Co.	About 19th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOUSIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 10th May
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAGHEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 25th May
COPENHAGEN & BALTIC PORTS	CATHAY	Dan. str.	—	H. Kruse	MELCHERS & Co.	About 20th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	HEBISFELS	Ger. str.	k. w.	Belbo	HAMBURG-AMERICA LINE	On 20th inst.
HAYRE, ROTTERDAM & HAMBURG, &c.	SUBITA	Ger. str.	k. w.	Rasau	HAMBURG-AMERICA LINE	On 10th May
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TARGO MARU	Jap. str.	—	K. Kawano	NIPPON YUSEN KAISHA	On 12th inst. at 8 light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ALBISIA	Ger. str.	k. w.	Habel	JARDINE, MATHESON & Co. Ltd.	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GLAMORGANSHIRE	Brit. str.	—	W. Gregory	JARDINE, MATHESON & Co. Ltd.	About 24th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 26th inst. at D light
MARSEILLES, HAYRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Sekhorn	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, HAYRE & HAMBURG, &c.	AKI MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 10th May, at D light
NAPLES, GENOA, ALGIERES, GIBRALTAR, &c.	KHMIT	Ger. str.	—	K. Pahnke	MELCHERS & Co.	On 19th inst. at Noon
THIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Raich	SANDER, WIELER & Co.	On 26th inst.
NEW YORK	SAINT PATRICK	Brit. str.	—	—	DODWELL & Co. Ltd.	About 14th inst.
BOSTON & NEW YORK VIA PORTS & SUZ CANAL	BOYFORD	Brit. str.	—	—	THE BANK LINE LTD.	About 26th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	W. Davison	CANADIAN PACIFIC R. Co.	On 12th inst. at Noon
VICTORIA, C.B. & TAOHIA VIA JAPAN	CHICAGO MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 29th inst. at 7 a.m.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Noda	NIPPON YUSEN KAISHA	On 19th inst. at D light
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	AWA MARU	Jap. str.	—	Iriawa	NIPPON YUSEN KAISHA	On 25th inst. at Noon
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	STRATHARDLE	Brit. str.	—	Lamont	THE BANK LINE, LIMITED	On 23rd May, at 4 p.m.
VANCOUVER (Direct)	STRATHARDLE	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHIVO MARU	Jap. str.	—	W. W. Greene	TOTO KAISEN KAISHA	On 13th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	ASIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst. at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 24th inst. at 1 p.m.
PORTLAND VIA JAPAN	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 24th inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst.
AUSTRALIAN PORTS VIA MANILA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst. at Noon
AUSTRALIAN PORTS VIA MANILA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at D light
KOBE & YOKOHAMA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst. at 11 a.m.
KOBE & YOKOHAMA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	About 2nd May
KOBE & YOKOHAMA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at Noon
KOBE & YOKOHAMA	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 19th inst. at 1 p.m.
JAPAN, HONOLULU, MANZANILLO, &c.	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst. at 4 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst. at 4 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst. at Noon
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	About 10th inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at Daylight
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst. at 4 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	About 20th inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 22nd inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	About end of April.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 6th May.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 5 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at 8 a.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 19th inst. at D light
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-morrow, at 11 a.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at 11 a.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst. at 11 a.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 4 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 12th inst. at 5 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst. at 2 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst. at 4 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th inst. at 5 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 13th inst. at 5 p.m.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	About end of April.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 15th inst. at Noon
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 18th inst.
CHIFOO & NEWCHOW	TAIPEI	Am. str.	—	—	PACIFIC MAIL S.S. Co.	Quick despatch.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "SI-KIANG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG (VIA KWANG CHOW WANG).

Fortnightly Service in 53 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1st and 2nd Classes on Board.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s Agent.

Hongkong, 25th March, 1911.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki, (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"MONTEAGLE" TUESDAY, 18th April	"ALLEN LINE" FRIDAY, 26th May
"EMPRESS OF INDIA" SAT., 29th April	"EMPRESS OF BRITAIN" FRI., 16th June
"EMPRESS OF JAPAN" SAT., 30th May	"ALLAN LINE" FRIDAY, 7th July
"EMPRESS OF CHINA" SAT., 10th June	
"MONTEAGLE" WED., 28th June	
"EMPRESS OF INDIA" SAT., 1st July	"EMPRESS OF IRELAND" FRI., 28th July

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10

Intermediate on Steamers, "243" £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR	STRANERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. O. Pahnke	17,000	Wed., 19th April, at Noon.
MANILA, YAPANGAUB, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. F. Iske	6,100	Saturday, 22nd April, at D light
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembell	5,050	About end of April
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. Lenz	6,000	About 2nd May

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 7th April, 1911.

PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO	4,000	M. C. Smith	Manila, Cebu & Iloilo	On 10th April, 4 p.m.
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	On 20th April, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 31st March, 1911.

PHILIPPINES S.S. Co.

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VESSELS ON THE BERTH

SOCIETA NAZIONALE DI SERVIZI MARITIMI.

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to Port Said, Messina,

Naples, Leghorn and Genoa, also

Venice and Trieste, all Mediterra-

nean, Adriatic, Levantine and

South American Ports up to Callao.

(Taking Cargo at through rates to PERSIAN

GULF and BAHRAIN also BARCELONA,

VALENZA, ALICANTE, ALMERIA and

MALAGA.)

THE Steamship

"ISCHIA"

Captain Belceto will be despatched as above

on THURSDAY, the 13th April, at Noon.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO-SAIL	REMARKS
SHANGHAI, MOJI, KOBE, SINGAPORE, PENANG, COLOMBO, PORT SAID and YOKOHAMA	SIKILIA	About 10th April	Freight and Passage.
SHANGHAI	PASSAYE	About 13th April	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 15th April	See Special Advertisement.
LONDON and ANTWERP	HORNEO	About 19th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, SINGAPORE, PENANG, COLOMBO, PORT SAID and YOKOHAMA	Capt. W. H. S. Hall	April	Freight and Passage.
SHANGHAI, MOJI, KOBE, SINGAPORE, PENANG, COLOMBO, PORT SAID and YOKOHAMA	Capt. W. R. Lo Maro	About 20th April	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th April, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO-SAIL
MANILA, CEBU and ILOILO	TEAN	On 12th April, 5 P.M.
MANILA, CEBU and ILOILO	TAIYUAN	On 12th April, 4 P.M.
TSINGTAI, WEIHAIWEI, and TIENTSIN	KUEICHOV	On 13th April, 4 P.M.
SHANGHAI	ANHUI	On 13th April, 4 P.M.
CHIEFOO and NEWCHWANG	KWANGSE	On 13th April, 4 P.M.
MANILA, CEBU and ILOILO	KAIFONG	On 18th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s lunch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the tramp steamer at Woosung.
FARE, 45 SINGLE and 320 RETURN.
For Freight or Passage apply to—
HONGKONG, 10th April, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO-SAIL
SHANGHAI, KOBE and MOJI	NAMSANG	Tuesday, 11th April, D'light
TIENTSIN	CHEONGSHING	Thursday, 13th April, Noon
SANDAKAN	MAUSANG	Thursday, 13th April, 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Saturday, 15th April, Noon
MANILA	YUENSANG	Saturday, 15th April, 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "Kufsang", "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihaiwei, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tyao, Takan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to—
HONGKONG, 10th April, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 11th April at 11 A.M.
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 14th April at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	WEDNESDAY, 19th April at D'light.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 12th April, at 11 A.M.
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* The s.s. "Haiching" will not call at Swatow.
Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 10th April, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:	
S.S. BAYERN	20th April
S.S. FREINFELS	6th May
S.S. SCANDIA	18th May
S.S. SLAVONIA	4th June
S.S. SAXONIA	15th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st April, 1911.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
MONGOLIA	27,000	SATURDAY, 24th June, at 1 P.M.
KOREA	18,000	SATURDAY, 15th July, at 1 P.M.
SIBERIA	18,000	FRIDAY, 11th Aug., at 1 P.M.
MONGOLIA	27,000	FRIDAY, 25th Aug., at 1 P.M.
MONGOLIA	27,000	FRIDAY, 8th Sept., at 1 P.M.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 29th April, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. PH. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

ASIA	9,500 Tons	FRIDAY, 21st April, at 1 P.M.
PERSIA	9,000 Tons	FRIDAY, 18th May, at 1 P.M.
CHINA	10,200 Tons	FRIDAY, 16th June, at 1 P.M.

THE S.S. "ASIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st April, at 1 P.M.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES: HONGKONG TO LONDON via Canadian Atlantic Ports. 243.

HONGKONG TO SAN FRANCISCO via New York " " 245.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	TANGO MARU	8,000	WEDNESDAY, 12th April, at Daylight
	KAMO MARU	9,000	WEDNESDAY, 25th April, at Daylight
	AKI MARU	7,000	WEDNESDAY, 10th May, at Daylight
	SADO MARU	7,000	SATURDAY, 25th April, from Kobe
VICTORIA B.C. & SEATTLE	TAMBA MARU	7,000	TUESDAY, 25th April, at Noon
	SAWA MARU	7,000	TUESDAY, 25th April, at Noon
	NIKKO MARU	6,000	FRIDAY, 14th April, at Noon
	KUMANO MARU	6,000	FRIDAY, 12th May, at Noon
	KUMANO MARU	6,000	WEDNESDAY, 12th April, at Noon
	MISHIMA MARU	9,000	THURSDAY, 13th April, at 10 A.M.
	COLOMBO MARU	5,000	WEDNESDAY, 12th April, at Noon
	BOMBAY MARU	5,000	TUESDAY, 18th April, at Noon

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only. ‡ Calling at Kollung and Shimizu.

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

TO MARSEILLES AND LONDON VIA SUEZ CANAL.

RATES OF PASSAGE.

Steamers. Tons. Leave H.K.

TANGO MARU 8000 12th April

KAMO " 9000 25th April

AKI " 7000 10th May

MISHIMA " 9000 24th April

KAGA " 7000 7th June

To London, per New Steamer.

1st Class S Y. 550.00

2nd Class S Y. 350.00

3rd Class S Y. 250.00

4th Class S Y. 150.00

5th Class S Y. 100.00

6th Class S Y. 75.00

7th Class S Y. 50.00

8th Class S Y. 45.00

9th Class S Y. 40.00

10th Class S Y. 35.00

11th Class S Y. 30.00

12th Class S Y. 25.00

13th Class S Y. 20.00

14th Class S Y. 15.00

15th Class S Y. 10.00

16th Class S Y. 8.00

17th Class S Y. 6.00

18th Class S Y. 5.00

19th Class S Y. 4.00

20th Class S Y. 3.00

21st Class S Y. 2.00

22nd Class S Y. 1.50

23rd Class S Y. 1.00

24th Class S Y. 0.50

25th Class S Y. 0.25

26th Class S Y. 0.10

27th Class S Y. 0.05

28th Class S Y. 0.02

29th Class S Y. 0.01

30th Class S Y. 0.00

31st Class S Y. 0.00

32nd Class S Y. 0.00

33rd Class S Y. 0.00

34th Class S Y. 0.00

35th Class S Y. 0.00

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Green	FRIDAY, April 14th, 1 P.M.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 P.M.
TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 P.M.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, June 2nd, 1 P.M.

* Triple Screw, turbine engines. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 14th April, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO).

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hukuma	SATURDAY, June 17th, 1 P.M.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 P.M.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense.

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 19th April, at Daylight
VICTORIA B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"CANADA MARU"		TUESDAY, 2nd May, at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING and TAKAO	"YERIMO MARU"	MONDAY, 10th April, at 5 P.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 12th April, at 8 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VUEX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and

